

**What Is Claimed Is:**

1. A method for generating a triggering decision, the triggering decision being generated as a function of vehicle dynamics data ( $v_y$ ,  $a_y$ ,  $\omega_x$ ), at least a vehicle lateral acceleration ( $a_y$ ) and a rate of rotation ( $\omega_x$ ) about the longitudinal axis of the vehicle being conjoined as the vehicle dynamics data for generating the triggering decision, wherein the vehicle lateral acceleration ( $a_y$ ) is additionally subjected to a threshold value decision for generating the triggering decision, the respective threshold value being set at least as a function of at least one component of the velocity of the vehicle's center of gravity ( $v_y$ ).
2. The method as recited in Claim 1,  
wherein the conjunction is performed in such a way that the vehicle lateral acceleration ( $a_y$ ) and/or the rate of rotation ( $\omega_x$ ) are compared to pairs of values for generating the triggering decision, which are generated as a function of the at least one component of the velocity of the vehicle's center of gravity ( $v_y$ ).
3. The method as recited in Claim 2,  
wherein at least one set of pairs of values for the at least one component of the velocity of the vehicle's center of gravity is stored, a new set of pairs of values being obtained by extrapolation from the at least one set.
4. The method as recited in one of the preceding claims,  
wherein additionally the at least one component of the velocity of the vehicle's center of gravity ( $v_y$ ) is compared to a specified threshold, which is a function of a vehicle type used, a triggering being impossible if this threshold is not reached.
5. The method as recited in one of Claims 2 through 4,  
wherein the at least one set is influenced as a function of a precision of the velocity estimate for the at least one component of the velocity of the vehicle's center of gravity.
6. The method as recited in one of the preceding claims,  
wherein the rate of rotation ( $\omega_x$ ) is compared to a fixed threshold value for generating the triggering decision.

7. The method as recited in one of the preceding claims,  
wherein the rate of rotation ( $\omega_x$ ) is compared to a threshold value for generating the triggering decision, which is set as a function of the at least one component of the velocity of the vehicle's center of gravity.
  
8. The method as recited in one of the preceding claims,  
wherein the threshold value is varied as a function of the rate of rotation ( $\omega_x$ ).